

**1/6** EVERY FRIDAY

# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

## IN THIS ISSUE

RACING AT WINFIELD  
AND GAMSTON

Fully Illustrated Reports

THE DUTCH GRAND PRIX  
AT ZANDVOORT

OUTSTANDING BRITISH  
SUCCESSSES IN INTERNATIONAL  
ALPINE TRIAL

John Bolster—Russell Lowry  
George Phillips—Francis Penn

Vol. 3. No. 4.  
July 27, 1951





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MORE

**ALLARD**

INTERNATIONAL SUCCESSES



## **ALPINE RALLY**

**ALLARD J.2** Driven by A. G. Imhof

**WINS**

**COUPE DES ALPES**

**AUTOMOBILE CLUB MILAN CUP**

**MILAN GOLD CUP**

**CORTINA CUP**

**COUPE DE MONT BLANC**

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## **LEINSTER TROPHY**

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# CASTROL WINS ALPINE RALLY

CATEGORIES A, B AND C (OVER 3,000 c.c.)

## JAGUAR

IAN APPLEYARD





# Autosport

BRITAIN'S MOTOR SPORTING WEEKLY

Incorporating "THE MOTOR CLUB"

Managing Editor: GREGOR GRANT

Vol. 3. No. 4.

July 27, 1951

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## CONTENTS

	Page
Sports-News . . . . .	100
Gamston . . . . .	101
The Amazing Appleyard . . . . .	104
Rosier's Dutch Double . . . . .	106
Russell Lowry's Northern Lights . . . . .	109
Bentley Day at Silverstone . . . . .	110
Avventura di Venezia, by N. A. Silverston . . . . .	111
Scottish Circuit Racing . . . . .	112
Silverstone Holiday, by John Bolster . . . . .	116
Correspondence . . . . .	117
News from the Clubs . . . . .	120

## NOTICES

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## EDITORIAL

COMING on top of the Le Mans successes, the sweeping victories by British drivers and cars in the extremely difficult International Alpine Rally, will do a great deal to convince overseas buyers that we build very tough motor-cars. The performance of Ian Appleyard is outstanding. He is the only driver in the world to have gained three successive Coupes des Alpes in what is recognized as the most testing modern event for normal road cars. The makers of Jaguar, Allard, Aston Martin, Frazer-Nash and H.R.G. can take great credit for securing seven out of the 10 Coupes des Alpes awarded for completing the course without losing a single mark.

To Ian Appleyard, Godfrey Imhof, John Gott, George Duff, Tommy Wisdom, Edgar Wadsworth and their efficient co-drivers, Mrs. Appleyard, R. W. Robertson, J. Gillespie, Eric Winterbottom, Miss "Bill" Wisdom and Cyril Corbishley, AUTOSPORT offers its congratulations on a major achievement.

One must not forget, however, the remarkable performance of the French-built Renault, Panhard-Dyna and Simca in this event. The very important under 1,100 c.c. categories are becoming entirely dominated by Continental machines. With the world's economic position as it is, it is undeniable that there will be an even greater demand for smaller cars in the immediate future. Continental makers realize this, and are taking every opportunity to "improve the breed" by active participation in every possible type of event.

\* \* \*

SCOTLAND'S first National race-meeting was held last Saturday at Winfield airfield and drew a large crowd of enthusiastic spectators, the vast majority of which had never seen a motor-race. Unfortunately, several promised entries failed to materialize, causing great disappointment to organizers and public alike. Also, a permit was granted on the same day for a closed meeting at Gamston, which attracted many drivers who would otherwise have travelled the extra miles to the Border country. The effect of the North of England event on the Winfield organizers was the same as if permits were granted for International meetings at Silverstone and Goodwood on the same day. If we are to have territorial circuits, would it be too much to ask for a closer liaison between clubs, and a little more diffidence on the part of the R.A.C. in granting permits for two fixtures which are likely to clash?

## OUR COVER PICTURE

*WHEELS WITHIN WHEELS: Curious result of a shot with a camera fitted with telephoto lens as a trio of Offenhausers approach a bend in an American National Championship race.*



# SPORTS - NEWS

## WORLD CHAMPIONSHIP

**PLACINGS** in the World Championship are as follow: 1, Fangio, 21 pts.; 2, Farina, 15; 3, Villolosi, 12; 4, Gonzalez, 11; 5, Ascari, 9; 6, Wallard (U.S.A.), 8; 7, Taruffi, 6; 8, Nazaruk (U.S.A.), 6; 9, Fagioli, 4; 10, McGrath (U.S.A.), 4.

## ASTON MARTIN ENGINE FOR H.W.M.

### G.P. Racing Development

**DAVID BROWN** has decided to make available to H.W.M., 2½-litre engine and gearbox units, with a view to development in Grand Prix racing. John Heath hopes to have at least two H.W.M.s modified with Aston Martin engines, ready by the end of August. They will be driven in suitable events by Stirling Moss and Lance Macklin.

The aim is to develop a car now for the next G.P. formula which may embrace cars of up to 2½-litres unsupercharged, and 750 c.c. supercharged.

### BACKROOM BOY



**MINTEX MAN:** Dave Francis, brake-lining expert, has a quick looksee at the drums on Bob Gerard's E.R.A. During the war, Francis was with Dunlop's aircraft division. During the past three or four years, he and Lionel Clegg have re-introduced their firm's linings to the racing game with great success. Mintex used to make linings of racing cars over 20 years ago.

## "Autosport" £200 Championship

**Peter Collins Moves Up—H. C. Williams's Big Jump—Brown and Brandon Still Lead**

**L**AST Saturday's races at Winfield and Gamston saw Peter Collins (J.B.S.) and H. C. Williams (Emeryson) collect 8 points for their wins. Comish Hunter took 6 points with his J.P. for a second place, and Curly Dryden (J.B.S.) get a bonus mark for the fastest 500 c.c. lap ever turned at Winfield. Jack Moor (Wasp) also gets a bonus mark, as his 1 min. 48 secs. on the Silverstone Club Circuit during the M.M.E.C. meeting must rank as the fastest lap so far accomplished with a "500" on this circuit. He now shares 4th place with Collins, 3 points behind Don Gray (Cooper). Next event counting for Championship points are Croft (29th July), Ibsley (4th August), Ards (4th August), Brands Hatch (6th August) and Gamston (6th August).

Positions as at 24th July, 1951

Name	Car	Pts.
1. Eric Brandon	Cooper	37
2. Alan Brown	Cooper	28
3. Don Gray	Cooper	17
4. Peter Collins	J.B.S.	14
Jack Moor	Wasp*	14
5. H. C. Williams	Emeryson	13
6. Don Parker	J.B.S.	11
7. Mick Beardshaw	Cooper	10
8. Ken Wharton	Cooper	9
Curly Dryden	J.B.S.	9
9. John Cooper	Cooper	7
C. D. Headland	Cooper	7
10. Clive Lones	Iota	6
Comish Hunter	J.P.	6
11. Ken Carter	Cooper	5
12. D. A. Clarke	Cooper	4
Alan Rogers	Cooper	4
Bob Gerard	Cooper	4
Austen May	Cooper	4
W. Webb	Cooper	4
13. Paul Emery	Emeryson	3
Bill Whitehouse	Cooper	3
Ray Merrick	Cooper	3
14. Norman Pugh	Cooper	2
Peter Braid	Cooper	2
Jack Westcott	J.B.S.	2
Jack Reece	Cooper	2
15. Donald Beauman	Cooper	1
Basil de Lissa	Parker*	1
David Brake	Cooper	1

\* Qualifies for non-series-built car award.

### AB JENKINS' RECORDS

**O**N 21st July, Ab Jenkins (Mormon Meteor II) set up 24 World and International Class A records at Bonneville before smoke and fumes drove him out of the cockpit of his car. He stopped just three minutes short of a new world's hour record.

Amongst the records claim are: 50 kilometres S.S., 179.83 m.p.h. (172.92); 50 miles, 185.59 m.p.h. (177.26); 100 kilometres, 187.65 m.p.h. (178.65); 100 miles, 190.63 m.p.h. (184.46); and 200 kilometres, 191.54 m.p.h. (187.02). The figures in parentheses are the existing records, held by himself.

### HAWTHORN WINS LEINSTER TROPHY

**W. R. Baird (Maserati) Laps at 84.58 m.p.h.**

**L**AST Sunday, J. M. Hawthorn (Riley) won the Leinster Trophy Handicap race at 78.19 m.p.h. Robbie Baird in the ex-Parnell, San Remo Maserati, drove a magnificent race, but even lapping at 84.58 m.p.h., and averaging 81.28 m.p.h., could not overhaul the amazing old

T.T. Riley on handicap. Baird was an easy winner in the *Formule Libre* category, and Tom Cole's Cadillac-Allard won the sports car class. Cole actually turned in a lap at 81.38 m.p.h. A full report of this interesting event will appear in next week's issue.

### PROVISIONAL RESULTS

**The Leinster Trophy:** J. M. Hawthorn (Riley).

**Holmpatrick Trophy:** W. R. Baird (Maserati).

**Dunlop Trophy:** B. McCaldin (M.G.).

**Englebert Trophy:** Oscar Moore (H.W.M.).

### Scratch Races

**Formule Libre:** 1, W. R. Baird (1,496 Maserati S.), 1 hr. 38 mins. 30 secs., 81.28 m.p.h. 2, O. Moore (1,996 H.W.M.), 1 hr. 43 mins. 46 secs., 77.16 m.p.h. 3, J. Dickson (1,250 M.G.), 2 laps behind, 1 hr. 38 mins. 8.4 secs., 71.38 m.p.h.

**Sports Cars:** 1, T. L. N. Cole (5,433 Allard), 1 hr. 41 mins. 20 secs., 79.01 m.p.h. 2, J. M. Hawthorn (1,496 Riley), 1 hr. 42 mins. 24 secs., 78.19 m.p.h. 3, (dead-heat) B. McCaldin (1,250 M.G.) and C. Eyre-Maunsell (1,496 H.R.G.), 1 hr. 41 mins. 41 secs. (2 laps behind), 68.90 m.p.h.

**Fastest Laps:** Mervyn White Trophy, W. R. Baird, 5 mins. 55 secs., 84.58 m.p.h. Sports Cars, T. L. H. Cole, 6 mins. 9 secs., 81.38 m.p.h.





READY? (L. to R.) C. J. Hamilton (E.R.A.), Dennis Poore (Alfa Romeo), Roland Dutt (Maserati), Graham Whitehead (E.R.A.), Ian Sutherland (E.R.A.), Bob Gerard (E.R.A.) and John James (Maserati) face the starter Cuth Harrison in the Formule Libre race.

# GAMSTON

**Bob Gerard (E.R.A.) Wins Kenning Trophy—H. L. Williams Takes Emeryson to Victory in Thrilling Formula 3 Race—  
A Grand Day's Sport**

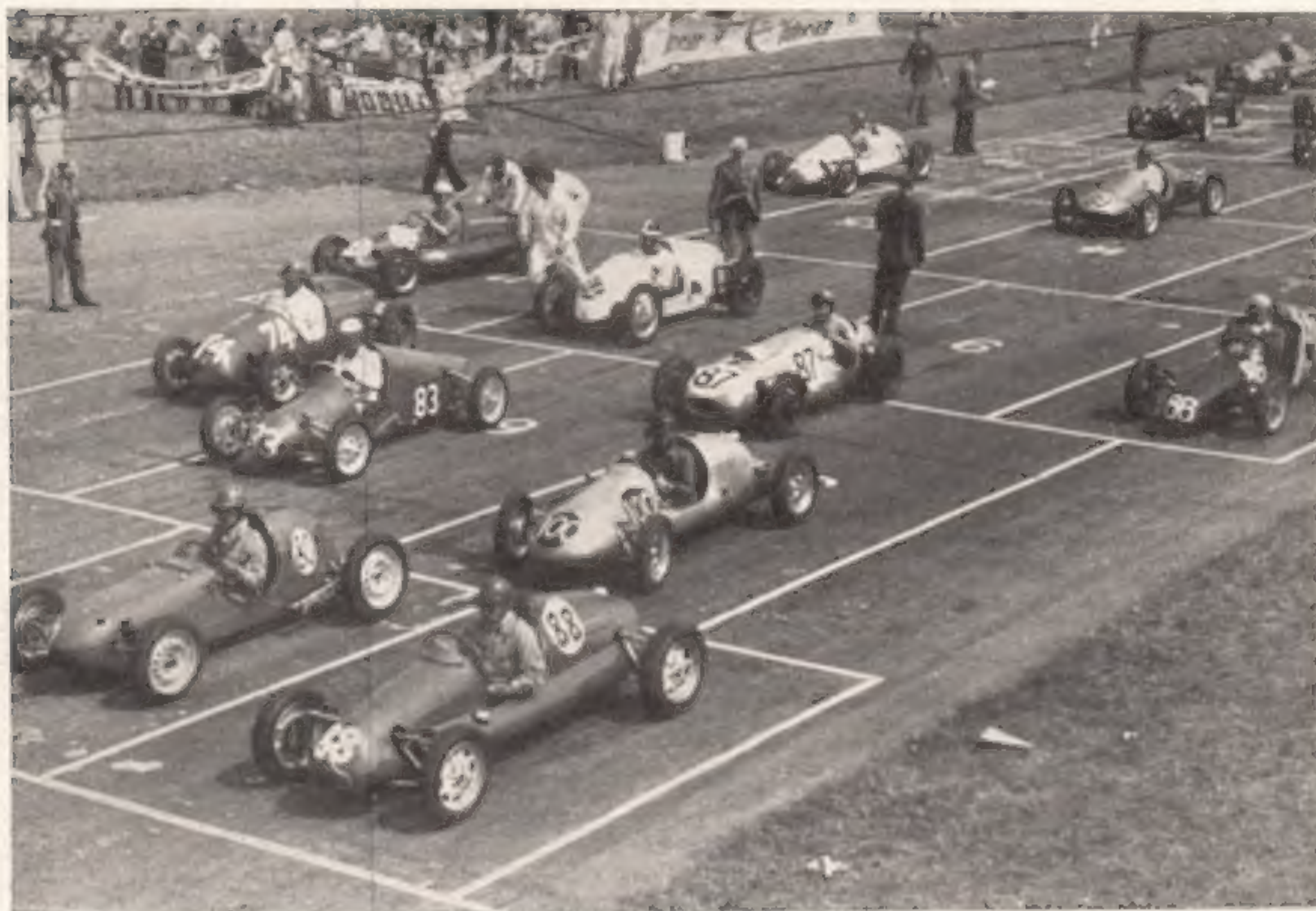
**A**LTHOUGH the crowd at Gamston for the Sheffield and Hallamshire M.C.'s meeting on Saturday was perhaps thinner than Whit Monday's famous throng, the organizers had tightened their frontier-guards and it was felt that all had paid their shot. They certainly got full value for their money in the form of improved amenities and absolutely first-class racing.

Proceedings opened with a couple of rather thinly supported 5-lap sports-car events in the first of which Chapman's Lotus scored a runaway victory from Pannell's evergreen C-type M.G. Things warmed up nicely in the 1,100 category. Bob Smith ("VS" Riley) grabbed himself a lead with Toon (Riley-M.G.), Stokes (M.G.-Riley?) and Treen (Treen-Riley) in hot pursuit. Then Treen passed Stokes and Toon to take second position, only to have his motor go sick. The other three fought it out every inch of the way and as they came over the brow into the finishing straight it looked anybody's race. Smith's "VS" Riley got the verdict with Toon and Stokes as runners-up in this admirable Dice of the Abingdon Irregulars. The crowd beamed and removed its jacket. It was going to be a hot afternoon in more ways than one.

In the 5-lap, 1½-litre sports race, Gerry Ruddock was a regretted absentee, but Ken Dowling's lightened Connaught moved into the gap. Running straight through from the third row Dowling took an immediate lead and put the race in his pocket leaving Brown's semi-stripped TC M.G., Wells' Riley Sprite and Austin's very standard HRG to hammer out the places. Austin and Brown went down to the Gamston hairpin neck and neck, but Austin slid out and dropped to fourth. Then Wells just pipped Brown at Portland hairpin and that was that. Ken Dowling (Connaught) won by nearly half a minute.

By now the company was well teed up for what proved to be the race of the afternoon, the 25-lap "500" event for the Clumber Stakes which had attracted 30 starters (and plenty more on the waiting list). As Cuth Harrison dropped the starting-flag, H. L. Williams (Emeryson) leaped into the lead and Jack Moor's Wasp very nearly stung Harrison in a dive for second place with Coombs (J.B.S.) and Bob Gerard (Cooper). These four set the opening pace at around the 80 m.p.h. mark and after 10 miles were already lapping the field. It was too hot to last and the slaughter in the rear ranks was heavy. Gray (Cooper) was





**LINE-UP:** (Above) Bob Gerard (Cooper, 88), R. J. Trevellick (Trevellick, 80), J. Coombs (J.B.S., 100), V. Labrani (Labrani, 83), F. V. Lambert (Cooper, 74), H. L. Williams (Emeryson, 87) and Jack Moor (Wasp, 66) are amongst cars seen on the grid for the Formula 3 event.

**SHADOW:** (Right) Dennis Poore (Alfa Romeo) being tailed by Ian Sutherland (E.R.A.) in the Formule Libre race.

#### Gamston—continued

flagged off with a dangling air-scoop. Mervyn Kearon broke a valve-spring. Headland, apparently brakeless, went through the barrels. The four leaders eased off slightly though Williams maintained his lead, running beautifully and using the Emeryson's "atmospheric" diff, with great effect. Jack Moor was a continuous goad and Bob Gerard played "softly catchee monkey" with Coombs. A sudden touch of drama. Jack Moor's Wasp disappears on the back stretch. Bob Gerard pounces on Coombs to take second place but almost at once has to draw in, streaked with oil. A pipe has gone and Bob walks sadly away. The pack still howls, but Alan Rogers (Cooper) moves up to challenge Coombs in the J.B.S. Fate strikes again, as Rogers is about to collect Coombs, his chain develops a Brands Hatch hitch, and the other Alan, Hopkinson, nearly

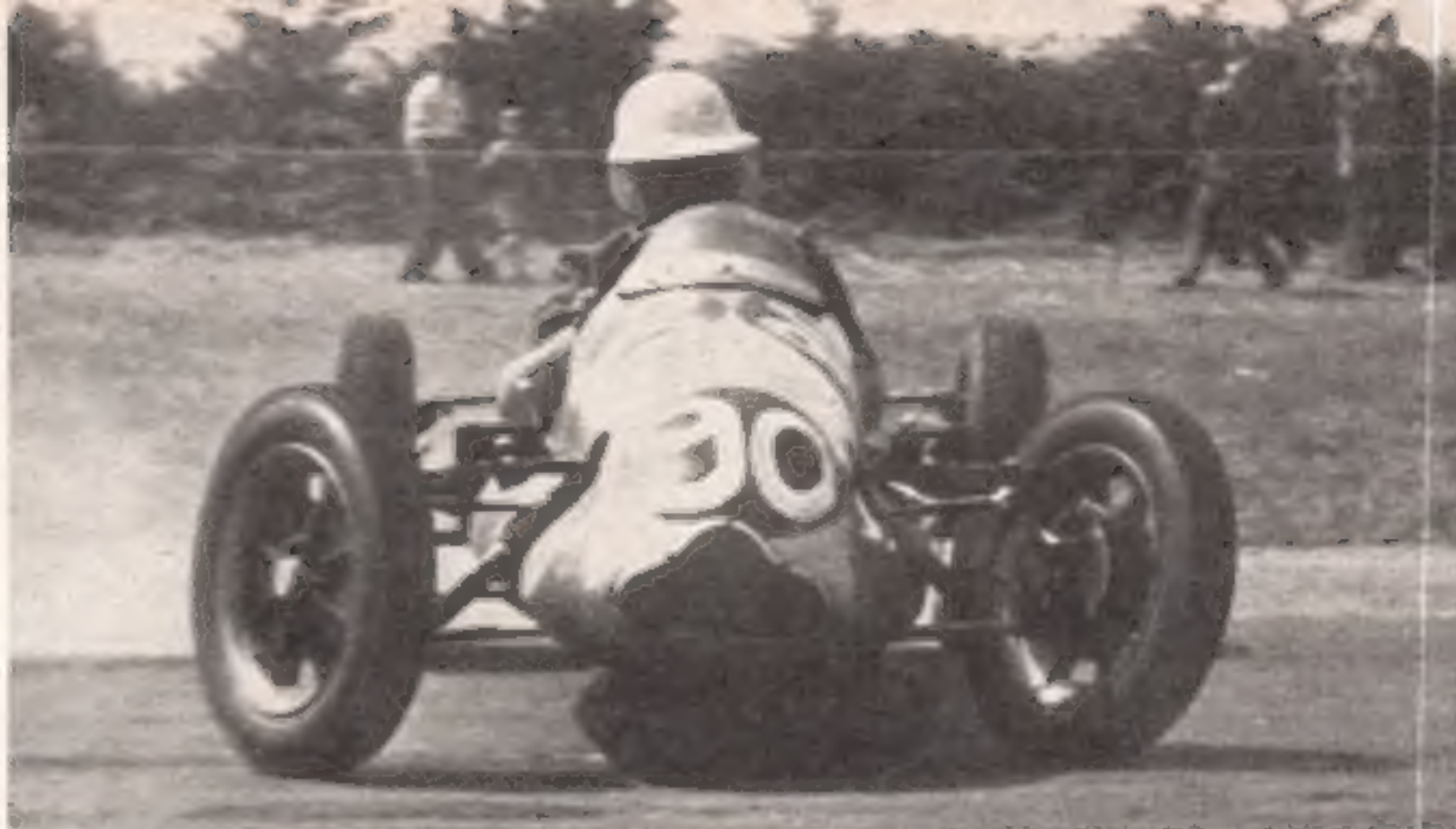




July 27, 1951

throws a fit at the Control Tower's microphone. Coombs keeps imperturbably on, so does Williams. Now it is Mick Beardshaw who aspires to a place, and with good purpose. As the 25 laps run out he's after Coombs with a bone in his teeth. At Gamston hairpin he passes. At Portland, Coombs passes again. Down past the pits they might be tied together. Back again at Gamston Beardshaw tries a cast—no he can't make it. The race is over. Williams and the Emeryson runs out a victor untouched by all the battles astern of him. Coombs is a worthy, unruffled second, and Beardshaw a bold third-man 100 yards behind.

After so much excitement even the 50-lap *Formule Libre* event with its Alfas, Maseratis and E.R.A.s seemed an anti-climax. Bob Gerard and his 2-litre hill-climb car streaked into the lead with



**OVERDONE:** (Above) C. D. Headland (Cooper) overdoes the drifting business at Rufford.

**DIFF-LESS:** (Left) H. L. Williams, winner of the "500" race, in a high speed slide with the f.w.d. Emeryson.



by Mike Oliver, Jack Newton's Frazer-Nash and Tom Meyers, H.W.M., formerly handled by Stirling Moss. The 1,100 Coopers of Elliott and Heath sprang into the lead at the start. Oliver (Connaught) revolved three times at Rufford, losing much time. Elliott's red Cooper began building up a lead on Cecil Heath's silver one with Newton and Meyer tussling behind. Then Heath lost a cylinder. Oliver had meantime got his skates well and truly on to claw back his loss. Lapping in a hand-timed 81 seconds to the leader's 85 he was soon coming up with a wet sail on Jack Newton (F-N) then lying a nice second. The crowd was on its toes as

(Continued on page 105)

**GERARD GRIN:** (Right) Bob Gerard holds aloft the Kenning Trophy. Also seen (l. to r.) are Freddie James, Ken Settle, Cuth Harrison and R. G. Maltby.

Dennis Poore (Alfa Romeo) and Shawe-Taylor's E.R.A. driven by Ian Sutherland tearing along behind fighting for second place in the early stages. C. J. Hamilton and Graham Whitehead had a private 1½-litre E.R.A. scrap astern of that.

Then Poore's big Alfa went wuffly and retired to the pits for plugs. Sutherland's E.R.A. moved up. Whitehead led Hamilton. Lap times were in the 77 secs. street bordering on 90 m.p.h. but doubt surrounded the existing lap record. A cheer greeted Poore's return to the fray, but the Alfa still wasn't happy and limped bravely on to rank as a finisher. James's Maserati stopped at Portland then crept to the pits before resuming. Gerard continued to lap at near 90 m.p.h. and then took the golden Kenning Trophy on a loudly cheered *tour d'honneur*. Sutherland, Whitehead and Hamilton taking the flag in that order.

The 30-lap Rufford Stakes for Formula 2 cars brought a useful line-up including the new single-seater Connaught, driven







*FALZAREGO: Walter Grant-Norton and Derek Loader with their XK 120 in the famous pass during the "Alpine". Both are well-known pre-war competition drivers.*

## THE AMAZING APLEYARD

**Leeds Driver's Third Successive Coupe des Alpes in International Alpine Rally—  
Outstanding Performances by Jaguar, Aston Martin, Allard, Frazer-Nash and H.R.G.**

**I**AN APLEYARD, with his wife Pat as the navigator, drove their white XK 120 Jaguar to victory in the 2,000-miles International Alpine Rally which finished at Cannes last week. This was the brilliant Leeds driver's third successive Coupe des Alpes—a notable achievement.

Appleyard's closest rival was Godfrey Imhof (Cadillac-Allard), who gained no fewer than four cups. In the 1,500 c.c. class, the two policemen, John Gott and J. Gillespie were victorious. This is the third time that the well-used H.R.G. has taken part in an "Alpine". Their Coupe des Alpes was well merited. Bill Shepherd's H.R.G. was runner-up.

Another "Coupe" winner was the Frazer-Nash driven by Eric Winterbottom and George Duff—the same car which was runner-up in the 2-litre category at Le Mans. They won their class against stiff opposition put up by the Lancia Aurelias. Le Mans class-winning Aston Martin gained a "Coupe" and the 3-litre class, driven by Tommy and

Mrs. "Bill" Wisdom. Trials drivers Edgar Wadsworth and Cyril Corbishley (Healey) were runners-up. Appleyard, of course, took the unlimited category, with Imhof's Allard second and the Swiss, Habisreutinger, third in another XK 120 Jaguar.

Out of the original entry of 86, 65 left the start on 12th July at Marseilles, 31 cars having British crews. George Hartwell (Sunbeam-Talbot) made best performance in the regularity hill-climb at Mont Ventoux, with an error of only 3/5 sec. Runner-up was Walter Grant-Norton (XK 120 Jaguar) with 4/5 sec. Hereabouts, the Lilley brothers (Sunbeam-Talbot) retired with mechanical bothers.

A curious happening was the discrepancy of a couple of minutes between official clocks at the start and finish of the Guillestre-Montgenevre section, which worked in favour of competitors and certainly saved more than a few loss of marks over the difficult Col d'Izoard.

Imhof made best time in the Monza acceleration test over a standing kilometre (29.4 secs.). Appleyard was 0.6 secs. slower. On the short run between Monza and Milan it was practically impossible to average the required speed, owing to exceptionally heavy traffic and a scarcity of police. For that reason, time penalties were scrubbed at the *pure fermé*.

Five cars did not check in at Milan, and of the 51 survivors, 43 had clean sheets. Dave and Pamela Price (Plus Four Morgan) retired near Falzarego Pass with engine ailments. At Cortina, the 43 were reduced to 29.

On Sunday's timed climb over the Falzarego, Faulkenhausen (328 BMW) was fastest with 14 mins. 7.8 secs., and Imhof (Allard) runner-up with 14 mins. 26 secs. Class winners were Imhof, Wisdom (Aston Martin), 15 mins. 0.8 secs., Faulkenhausen, Wise (Jupiter), 17 mins. 2.8 secs., Butti (Fiat), 17 mins. 31.8 secs., and Landon (Renault), 17 mins. 34 secs.



RUSSELL  
LOWRY'S

## NORTHERN LIGHTS

HARDLY CRICKET—MODERATE MODIFICATIONS—DIDN'T  
KNOW THE GUN WAS LOADED—WITHOUT THE OPTION

SOMETHING of a holiday atmosphere prevails up here at the moment, as during recent weeks, most of the sporting activities have been in furrin parts, and people are only just drifting back for a clean shirt before going away again.

Anyone who wants to keep in touch with the Northern scene should read such excellent club bulletins as the Lancashire and Cheshire Car Club's *Out and About*, which has already been referred to several times, and the North Midland Motor Club's *News Letter*. It is from the latter that I draw information on the sort of thing with which we occupy the Dog Days. It seems that the N.M.M.C. have been playing the M.G. Club's North-West Centre at cricket. Ken Scales and Cuth Harrison led the teams into battle. Bernard Warr and Geoff Holt scored smartly for the M.G. types, in the presence of rather patchy fielding by the North Midlanders. When the latter came in to bat, Roy Jubb struck terrific form and knocked up 65 out of the total 97 recorded by his side. He was the only one who really got the measure of Arnold Pownall's bowling—it seems that the Galloping Major is also a Demon Bowler! Kath Harrison, more accustomed to lap charts and special tests, coped successfully with the scoring.

MENTION of the Lancashire and Cheshire Club brings up the Lakeland Rally on which Bernard Thompson sought public opinion some weeks ago. Unfortunately, it seems that those who tune and build Specials prefer to remain silent, and those who don't, haven't anything to say, so the Club have made up their own minds and decided that modifications to cars will be permitted "provided they were available to the general public at the time of the purchase of the vehicle when new". So you can pick the bones out of that one. Also, a new class has been laid down for the "under 1,000 c.c." boys.

I PROMISE this will be the last reference to the 'Revolvers' Trophy, as far as "Northern Lights" is concerned. Since I mentioned it some six months ago, the poor thing has achieved a prominence for which it was never intended—and by some strange twist, has taken on an aura of mock respectability rather than of jocular reproach. John Bolster and correspondent Riddle and others, put it even further back than its place, and nobody will disagree with them fundamentally—but let it not be imagined that only clots ever revolve on a race course. Before the "Trophy" existed, there was a nominal 'Revolvers' Club, and you'd be horrified at some of the august names recorded on its roll. I shall probably publish it in my will, a threat which should preserve me from things that go bump in the night.

Perhaps we in the North take a more light-hearted view of life than you others. If so, I refuse to apologize.

John Bolster, for all his fierce aspect, enjoys moments of levity when racing is over, and has even been known to burst into song. No doubt "Pit and Paddock's" caustic gunrunner with the Smith and Wesson does the same. It is to the 19th hole that the 'Revolvers' Trophy belongs, and not to the serious "Motor Racing is Dangerous—or isn't it" side. Anyhow, it isn't a "Trophy" at all, but an insignificant tin pot which serves instead of the can of raspberries (or other less decorous object) sometimes conveyed to people who err. Maybe in commenting on its movements, I have not always underlined its sinister implications, but I have referred to it as "an embarrassing token" and "an obstacle to victory" and have never come across anybody who imagined it was an enviable possession, in spite of odd claims that have popped up

AS BY PRODUCT of the foregoing is the use in correspondence of that word "disqualification", which is to be automatically meted out to anyone who turns through more than 90° (protractors will be issued to marshals?). The same term often appears in club result sheets on the simple ground that a poor bloke has lost his way, forgotten to wind his watch, or has had too many—or too few—aircleaners on his car.

Now, disqualification is a *peine forte et dure* resting within the province of the R.A.C., and involving total debarment from participation in any competition whatsoever. It is always international in effect, and ranks as Stage Five in the range of penalties of which the first is a Reprimand, the second a Fine, and so on. So it's pretty grim and not to be mentioned lightly. I have sometimes wondered why no over-sensitive driver, sponsor or manager, has sued for damages. It's been done on much thinner grounds. An implication that a rising professional driver has incurred the extreme penalty provided by the code governing the sport, is—well, 'nuff said.

HAVING already spoken of a possible difference in outlook between the two ends of this country, I offer the following little story in illustration, entirely without malice. Two considerable drivers were discussing plans for next year's Monte Carlo Rally. One suggested they might go together in a certain two-stroke, three-wheeled miniature car. The other raised potent obstacles. The objections were solemnly met and countered. Eligibility, special equipment, speed and comfort, were all learnedly discussed, until the idea (about as practical as climbing Mount Everest on a bicycle) seemed to have reached that stage known as "high level talks". Then, one of the talkers noticed a twinkle in the other's eye, and possibly a twitch at the corner of his mouth.

One of them was a "hard-headed Lancashire business man", the other a "soft-spoken, sophisticated Southerner". Which?





**THUNDER OF THREE-LITRES:** Start of the 5-lap scratch race for 3-litre Bentleys which was won by D. McKenzie

# BENTLEY DAY AT SILVERSTONE

**CROZIER (8-LITRE) MAKES B.T.D. IN SPRINTS—WILMHURST (4½-LITRE) HAS GOOD DAY**

THE Bentley Drivers' Club staged a programme of sprints, short races and an invitation relay race at Silverstone on 21st July, open as last year to approved "other makes", to wit their traditional rivals, the 30 98 Vauxhalls, Sunbeams and Mercedes of earlier years. If one missed such erstwhile regulars as Alec Pitts, Alan May and Harry Kemp-Place, the notable performances of H. J. Wilmhurst on his 4½-litre Bentley and Gerry Crozier in the 8-litre ex-Brooklands car provided ample fireworks, the latter eventually lapping at 74.69 m.p.h., despite a not-too-handly wheelbase for nipping round the Club Circuit corners, and making fastest official time in the sprints, 2.2 secs slower than Forrest Lycett's demonstration run.

Amongst the guest competitors, Quartermaine's 30 98 Vauxhall couldn't prevent a quartet of Bentleys from taking precedence, but D. A. Storr and H. E. Rohll won places behind Crozier and C. A. Hartridge, and N. Powell's 38/250 Merc. wrought mightily in the relay race. In view of the abandoned driving, the number of competitors who failed to motor home under their own steam was commendably small!

## BENTLEY D.C. RESULTS

### Kilometre Sprints

**3-litre:** 1, D. McKenzie, 39.6 secs.; 2, J. T. Foreman, 41; 3, C. G. Fincken, 42.2; 4, E. Smith, 43.4; 5, R. W. Perry, 44.2; 6, M. D. Hollis, 44.4

**4½-litre (10 ft. 10 ins. wheelbase):** 1, R. W. Hogg, 33.6 secs.; 2, D. Halliday, 36.2; 3, C. Bradshaw, 37; 4, D. G. McClure, 37.4; 5, E. R. Smouha, 37.6; 6, P. Scott-Russell, 42

**4½-litre (other than 10 ft. 10 ins. wheelbase):** 1, H. J. Wilmhurst, 34.3 secs.; 2, G. C. H. Kramer and G. G. McDonald, 36; 3, A. Godsal, 36.6; 4, D. J. R. Chapman, 37.2; 5, S. J. Lawrence, 37.6; 6, J. W. Broad, 38.4.

**INTERLOPER:** N. Powell swings his left-hand-drive, supercharged Mercedes round Stowe in a 5-lap event.

**4½ (S.), 6½ and 8-litre:** 1, G. M. Crozier, 31.8 secs.; 2, C. A. Hartridge, 33.8; 3, S. H. Richardson, 38.2; 4, T. F. Walker, 40.2; 5, R. O. Gregory, 41.8; 6, O. A. Batten, 42

**3½ 4½-litre:** 1, J. E. Evan Cook, 36.3 secs.; 2, C. Whitehall, 39

**3-litre Sunbeams:** 1, P. W. McNaughton, 39.8 secs.; 2, J. K. Macrae, 41.8

**30 98 Vauxhalls:** 1, W. P. S. Melville, 34.3 secs.; 2, M. L. Quartermaine, 36.8

**36 220 and 38 250 Mercedes:** 1, H. E. Rohll, 36.4 secs.; 2, N. Powell, 37.8

**Other Makes:** 1, W. A. L. Cook (3½ Bugatti), 33.6 secs.; 2, R. N. Wellington (V-30 90 Vauxhall), 41; 3, D. P. Wright (Talbot), 42; 4, J. Crocker (Lagonda), 57.8

### Races—5-lap Scratch

**3-litre Bentleys:** 1, D. McKenzie, 11 mins. 37.2 secs., 58.82 m.p.h.; 2, R. W. Perry, 11 mins. 57.4 secs.; 3, C. G. Fincken, 12 mins. 8.6 secs.; 4, E. Smith, 12 mins. 12.4 secs

**4½-litre, 10 ft. 10 ins. wheelbase:** 1, D. Halliday, 10 mins. 14.2 secs., 66.77 m.p.h.; 2, R. W. Hogg, 10 mins. 27.4

secs.; 3, Hamish Orr-Ewing, 10 mins. 50.8 secs.; 4, A. J. Hollington, 10 mins. 51.4 secs.

**Other 4½-litre:** 1, H. J. Wilmhurst, 9 mins. 55.2 secs., 68.89 m.p.h.; 2, G. G. MacDonald, 10 mins. 0.6 sec.; 3, S. J. Lawrence, 10 mins. 1.8 secs.; 4, G. C. H. Kramer, 10 mins. 2.2 secs.

**36 220 and 38 250 Mercedes, 4½ (S.), 6½ and 8-litre Bentleys:** 1, G. M. Crozier (Bentley), 9 mins. 55.4 secs., 68.87 m.p.h.; 2, C. A. Hartridge (Bentley), 9 mins. 56.8 secs.; 3, D. A. Storr (Mercedes), 10 mins. 12.4 secs.; 4, N. Powell (Mercedes), 10 mins. 30.2 secs

**30 98 Vauxhalls, 4½-litre Bentleys, 3-litre Sunbeams and 3-litre Bentleys:** 1, H. J. Wilmhurst (Bentley), 9 mins. 52 secs.; 69.39 m.p.h.; 2, G. C. H. Kramer (Bentley), 9 mins. 54.6 secs.; 3, D. Halliday (Bentley), 10 mins. 8 secs.; 4, R. W. Hogg (Bentley), 10 mins. 18.6 secs

### 5-lap Handicaps

**3-litre:** J. T. Foreman, **4½-litre (10 ft. 10 ins. wheelbase):** E. J. Teal. **Other 4½-litre:** J. W. Broad. **4½ (S.), 6½ and 8-litre:** G. M. Crozier.





# AVVENTURA DI VENEZIA

by N. A. Silverston

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of the Editor, The Manchester  
University Motor Club Bulletin,  
"Through the Windscreen."

THE Lido, I might explain, is a rather nondescript island that lies in the lagoon of Venice but is glorified by some very large and sumptuous hotels that attract the best, but my dear, the very best people, who then unquestioningly pay for the right to use the beaches to bask in Nature's sun. Ah, well. It was getting towards the end of summer and Peter Lomax and I were coming to the end of a three months' Continental tour that had taken us through France (Paris, Bastille night is an experience in a lifetime), Switzerland (where an undetected oil leak caused a partial vacuum in the sump with really the most disastrous results!), Austria (where we both got jobs as guest doctors in the Viennese General Hospital), and so down to Italy.

We were camping on this island, the site being a delightful garden-cum-vineyard of a private hotel where, with the assistance of the cook and her very pretty daughter (Signora how P—oved your Septorista!), we made and ate vast quantities of spaghetti and ravioli. This we found, eked out our serious Lita situation and incidentally, stayed off the pangs of hunger.

## "What goes on?"

One evening, I was strolling down the main street when I espied a heterogeneous collection of cars, all numbered, lined up along the Via. Being curious, I called into one of the nearby hotels where most of the drivers were gathered and began to make some enquiries about "What the hell goes on here?" It appeared that this was the end of the Automobile Club di Pavia's Annual Rally to Venice.

Everyone was very pleasant and affable, but the conversation was made difficult by the absence of a common tongue. A mixture of German, School Cert, French, Italian, English and drawings in blood on paper, served admirably in lieu of Esperanto. I am constantly amazed how a few odd words—and a few even odder gestures—get by on the Continent, although the almost universal ability to speak American, thanks, no doubt, to Sam Goldwyn and Mr. Mayer, may have something to do with it.

The cars had set off earlier that day from Pavia blinded along the Autostrada on full throttle for some 300 km, arriving at Venice many hours ahead of schedule. I think the Rally was more the excuse than the reason for coming to Venice and, far from condemning the organizers, I couldn't think of a better place to have a social occasion. The next day, in order to complete the weekend, they intended to make a timed circuit of the island and, as this appeared very interesting, I had the effrontery to ask if I could have a dice,

too. "Mais oui, pourquoi pas?" the Secretary, his beard twitching, his shoulders shrugging, gesticulating wildly, was only too pleased.

## Choice of times

The circuit was about three miles in length and each competitor was presented with a printed sheet on which were drawn up a number of average speeds and the time it would take to "faire un tour de circuit" at that speed. All very easy; we chose 48 k.p.h. and then made a trial circuit—an average and record speed of 80 k.p.h. was set up! Not so easy after all! We divided the course into landmarks at 15 second intervals and tried again. This time—spot on, or so we blandly thought.

Looking around, the selection of cars was disappointing. A couple of 25 Alfa saloons, some special bodied Cisitalia (Cisitalia?) showing off very attractive aerodynamic coachwork, and the ever present "mille cento" Fiat (there was a very pretty touring version of this). The rest were standard Lancia Aprilas and Ardeas, and Fiat Topolinos. The Singer, gleaming in the sunlight, attracted by far the largest crowd, no doubt due to its attractive lines and bright red finish. This colour is reserved solely for fire engines on the Continent, we gathered.

A final check-over half an hour before the start. Oil? Water? Tyre pressures? Petrol? I glanced at the meter, the needle pointed exactly to "0". I groaned, we raced to the nearest garage and quickly put "dieci litri di benzina" in the tank. The needle still pointed to zero, but a fresh fuse immediately remedied that.

The start was exciting. Masses of people collected on either side of the road; the starter raised the flag, studying his watch, he murmured, "Cinque, quattro, tre, due, uno—Buono!" The flag fell, we were off. Peter had synchronized his watch and kept a running commentary on the timing. We approached the first right-angle corner, I changed down, with a slight squeal of tyres we went round and accelerated away. At the half-way point, our time was accurate and we hared up the Via Royale, the exhaust burbling very pleasantly round the last bend at the end, which I took rather too closely and away down the Promenade past the Hotel des Grandes Bains, and over the finishing line. We calculated that we were one second too slow, but as we were not eligible for a prize it didn't really matter.

## "On the Club"

We stood watching the other cars arrive in, and then went to thank the Secretary for his generosity in letting us take part. But we had not seen half the

Club's hospitality yet. Signor il direttore was most emphatic that we come along that evening to the Ball and prize-giving. When we stuttered that we should love to, but our pecuniary state forbade it, he just smiled and assured us that it was all on the Club.

The Ball was held in the Casino—a most impressive building with a vast entrance hall built in marble with colossal pillars along its length. Lighting was concealed and with the silence and perfumed air, the atmosphere was that of sinister magnificence. How many broken and disillusioned souls had wandered out over these rich carpets, far poorer and wiser than when they came in? I wondered.

We entered the Ballroom—a most sumptuous place with exciting lighting effects and we took a table near the floor. At first came the prize-giving which we couldn't follow because everything was in Italian, but from where we sat it appeared that the Secretary stepped forward and presented a large silver cup to the Chairman. We all applauded. The Chairman then presented a larger cup to the Secretary. We applauded again. The Chairman, after a little speech, gave a huge silver monument to Signor il direttore. We joined in the cheering. Signor il direttore then stepped forward and gave an even bigger monument to the Chairman. We rose to our feet. I thought of our Club's only trophy—the Howarth Cup—and swore that when I returned home I'd get something really grandiose to present—a chromium-plated con-rod from a battleship came to mind. I made a mental note. Peter and I were each presented with a very attractive medalion to put on the front of the car; we thought it a very nice gesture.

## The Ball is On

As everyone else was ordering champagne we did likewise and a magnum turned up. With a flourish the seal was broken and with a deft flick and a loud bang the bottle was opened. The music began and the Ball was on. I shall quickly skip over the next few hours, but we had a most delightful time. Signorinas!!!

Towards the end we were horrified to find that everyone was paying the waiters for the drinks. As we saw dozens of newspaper-sized 1,000 lira notes changing hands we remembered with relief the President's assurance that all was "on the Club". Our total reserves were 125 lira—about 1s. 3d. "Viva il direttore!"

We bade farewell to the Automobile Club di Pavia with very pleasant memories of their hospitality. It was verily an "Avventura di Venezia".



START  
FINISH

July 27, 1951

# SCOTT

Fotheringham-  
Thrilling BMW

**MIXED GRILL** Varied field for the start of the 100 miles Formula 1 race, with Archie Butterworth (A.J.B.), extreme right, about to shoot past David Murray's 4CLT Maserati. Murray led for 82 miles, then retired with fuel pump bothers.

**PHILIP FOTHERINGHAM - PARKER** (4CLT Maserati) won the 100-miles Formula 1 race at Winfield last Saturday. David Murray (4CLT Maserati) led easily for 43 out of the 50 laps, then retired with fuel-pump trouble. Gillie Tyrer (BMW) was the victor in the Formula 2 event after a race-long struggle with John Brown (H.W.M.), Peter Collins (J.B.S.-Norton) came home in the Formula 3 event, followed by Comish Hunter in his Scottish-built J.P.-J.A.P. Curly Dryden (J.B.S.-Norton) led for several laps, then went out with camshaft trouble. In the sports-car events, Ian Stewart (XK 120 Jaguar) and J. Fisher (Fisher Special) were successful.

Great disappointment was felt by the crowd that the half-promised B.R.M. failed to arrive. Reg Parnell was left without a car for the Formula 1 race, borrowed Brown's H.W.M., only to be left on the line with a fractured driving-shaft. Non-starters were Duncan Hamilton, who elected to run at Zandvoort, Fred Ashmore (E.R.A.), Reg Morris (Maserati), J. Gilbert (Maserati) and W. E. Wilkinson (E.R.A.), the last-named's car being at Gamston. It

was certainly bad luck on secretary Martin and the hard-working Winfield committee, that a permit was granted for the same day for Gamston and for Scotland's most ambitious circuit-race-meeting.

Nevertheless, despite the gaps on the starting grid for the formula events, the large crowd had its money's worth in excitement.

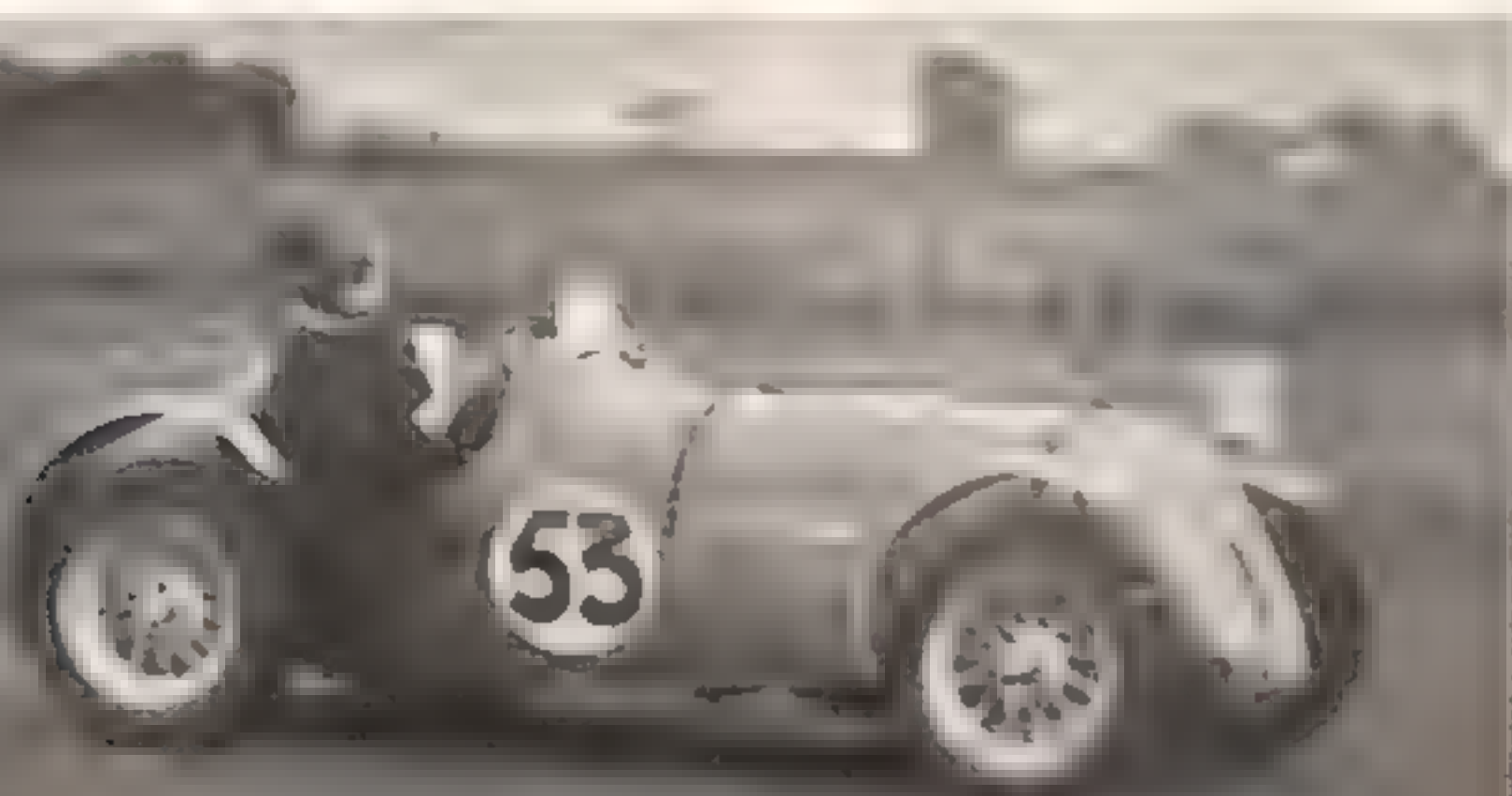
The first event was a 15-lap, Le Mans start affair for sports-cars over 1,500 c.c., including supercharged machinery. First off was W. B. Black (XK 120), closely followed by Dr. J. G. Waugh (XK 120), W. A. Brearley (Healey) and I. T. Sutherland (SS 100). Black came tearing round on lap one, chased by Stewart, and Waugh was being harried by Bob Dickson (Healey) and Brearley. Stewart took the lead on lap two. Black dropped back with a duff piston, chucking out plenty of smoke through the crankcase breather and Dickson tried his utmost to tail the fleet, red Jaguar.

Freddie Mort's XK 120, with rasping twin exhausts, steadily overhauled car after car and by five laps was in third place. Stewart, however, steadily forged ahead, never making a mistake. Black picked up after 10 laps, and Reid cracked his cylinder head on the Omega just before the finish. Stewart eventually won by 48.1 secs from Dickson, with Mort in third place.



There were only seven starters in the Formula 2 event. Bertie Bradnack (Cooper-J.A.P.) did a jump-start, but stopped before he could be penalized, then ripped off in the lead followed by Gillie Tyrer (BMW), Ron Flockhart (J.P.-Vincent), John Brown (H.W.M.), Jim Gibbon (Rover), Joe Kelly (I.R.A.) and W. J. Skeily (Lea Francis) in that order. Bradnack led for four laps till a rocker came adrift and he dropped back, finally retiring after seven laps. Flockhart also gave up, and Gibbon broke his crankshaft. Then began the thrilling Tyrer versus Brown duel which went on for the remainder of the race. The Edinburgh man was determined to pass that remarkably quick white BMW. Time and again he closed up, but Tyrer always rocketed away on sheer acceleration. On lap 10, both cars passed the pits bonnet-to-bonnet. Next time round, Brown revolved at Hilton Hairpin, but set off undaunted after his rival. Closer and closer he came, putting in a lap at 77.9 m.p.h. in the process. Then came near disaster. Brown, over-eager, attempted to take Tyrer on the inside at Horndean Corner, and ran smack into

**SCOTS SPECIAL:** J. Fisher in his fleet, Ravi-engined car with which he won the 15 lap event for sports cars under 1,500 c.c.





# SH CIRCUIT RACING

**Parker (Maserati) Wins Formula 1 Event at Winfield—  
H.W.M. Duel in Formula 2 Race—Peter Collins (J.B.S.)  
Victor in 500 c.c.—J.P.'s. Do Well**

the offside rear wing of the BMW. The H.W.M. led for three laps, but officials pondered whether or not to give the driver the black flag as his front wheels were badly sprayed outwards. Tyrer eventually swept by the green car on lap 22 and carried on to win by 37.6 secs. Skelley Lea Francis was the only other finisher.

disappeared on lap 17. Joe Potts, in third place, coasted in on lap 20. Young Hume, in his J.P., was giving spectators a treat with his speed cornering at Horndean. Alex McCashan (Cooper-J.A.P.) spilt the J.P.s by passing Bob Dickson.

Comish Hunter easily held his second place followed by McCashan and Dickson. Potts had every reason to be

pleased with second, fourth and fifth places for his cars, whilst Peter Collins ended a run of bad luck for the marque J.B.S.

## Butterworth's Rapid Getaway

Ten cars faced the starter for the 100-mile Formula 1 race. Archie Butterworth (A.J.B.) left everyone standing as he shot through from the second row to lead into Horndean, but on the straight, David Murray (Maserati), Joe Kelly (Alfa) and Philip Fotheringham-Parker (Maserati) all roared past the four wheel drive car with Tyrer's BMW in fifth place. By lap four Kelly had closed right up on Murray, the Alfa sounding really well. For several laps Kelly tailed the Scottish driver, then began to have trouble with his gearbox. Butterworth passed Fotheringham-Parker but coasted in on lap 14 to retire with engine trouble. A lap later, Kelly retired with no gears.

Murray went further and further ahead. Tyrer plugged on, not very far behind Fotheringham-Parker who was finding his oil pressure rather low for his peace of mind. Stewart's Jaguar stopped on lap 26 to take on a considerable quantity of water.

When it looked a cert for Murray to win, the Maserati began to misfire. On lap 41 he stopped with a cracked fuel pump casing and retired. Fotheringham-Parker went on to win the £300 first prize, with almost zero oil pressure and Tyrer came home second to collect £100.

In the last race of the day, a 15-lapper for unsupercharged sports-cars under 1,500 c.c., Ian Hopper's dirt-track Lea Francis-engined special displayed astounding getaway. However, Fisher's little Riley-engined car had just that extra bit of speed to deal with the Hopper, and Peter Reece's Cooper-M.G.



**HALF-LITRES: (Left)** Curly Dryden (J.B.S.-Norton) passing Jack Reece (Cooper-J.A.P.) into Horndean Corner on lap one of the 50 miles, 500 c.c. event.

**LAURELS: (Below)** Philip Fotheringham-Parker (Maserati) receives the victor's tribute after winning the Formula 1 race.

## THE FORMULA 3 RACE

Jack Reece (Cooper-J.A.P.) streaked into the lead from the field of 15 in the Formula 3 race, but was passed by Curly Dryden (J.B.S.-Norton) into Horndean Corner. At the end of lap one, Peter Collins (J.B.S.-Norton) moved up behind Dryden, with Reece a few yards behind. The two J.B.S. drivers gradually increased their lead, whilst Reece was well ahead of his nearest rivals. Comish Hunter (J.P.-J.A.P.), David Swan (J.P.), Joe Potts (J.P.-Norton) and Norman Pugh (Cooper-J.A.P.)

Collins narrowly avoided a collision when a slower car slid sideways in front of him at Fishwick. Pat Prosser lost all his oil on lap eight when lying eighth. Swan and Pugh were having a desperate battle. Hunter was driving a very heady race in fourth place, keeping in sight of Reece. After 12 laps, Jack packed up with a broken valve. Hunter became involved in a struggle with Pugh who had come through by dint of most spectacular driving. On lap 13, Pugh shot past Hunter at Horndean, nearly scaring the Scotsman stiff as he fought and only just held a tremendous broadside.

On lap 16, Dryden stopped with a fractured camshaft drive. This put Collins into the lead which he held to the finish, driving magnificently and always looking a likely winner. Pugh







*BMW versus HWM  
(Left) Gillie Tyrer  
leading John Brown in  
their thrilling battle in  
the Formula 2 race*

*KELLY versus  
SKELLY; (Below) The  
Scotsman's Lea Francis  
chasing the Irishman's  
I.R.A. during the For-  
mula 2 event*

#### Scottish Circuit Racing—continued.

sadly felt the need of an extra 250 c.c. This trio gradually outstripped the others. Young J. D. L. Melvin astonished "veterans" such as Wilum Stewart and J. S. Mitchell by being fastest of the H.R.G. drivers. He actually put in a lap at 1 min. 46.6 sec. (70.8 m.p.h.)

#### Circuit Chatter

Arthur Clarkson, Bob Hall and their aides had a special timing strip over 110 yards distance on the straight. Fastest of the day was Joe Kelly (Alta) with 115.97 m.p.h. David Murray (Maserati) returned 113.64 m.p.h. and Gillie Tyrer (BMW) 106.15 m.p.h. Curly Dryden (J.B.S.) was quickest of the 500 c.c. drivers with 95.75 m.p.h. Ian Stewart did 105 m.p.h. with his XK 120, and Freddie Mort was timed at 101.5 m.p.h.



After the meeting the prize-giving took place at the "King's Arms", Berwick. There was also a pleasant ceremony when A. K. Stevenson presented "Bodach" with a Georgian silver coffee set on behalf of the active Scottish motor clubs, for his services to motoring sport. "Bodach" is taking up a new appointment in London. . . . Ewart McCartney is shortly acquiring a new Scottish-built sports car and will be disposing of the ex-Leslie McDonald 1½-litre Singer "four". . . . John Stenhouse made a grand job of the P.A. work. . . . Campbell Spiers of motor-cycle fame was one of the judges. Welcome visitor was Graham Walker, convalescing after a leg operation. . . . Malcolm Smith's smart open Jensen was used by Reg Parnell, A. K. Stevenson and chief officials of the organizing clubs for a *tour d'honneur* to close the circuit. . . . Reg Parnell is thinking of

**SPORTS CARS (Above)**  
A. M. Culder (Riley)  
leading J. B. Moncrieff  
(Singer), C. W. I. Jeffrey  
(H.R.G.) and J. Fisher  
(Fisher Special), who is  
about to lap all three in  
the under 1,500 c.c. race.

**FORMULA TWO**  
(Right) Bertie Bradnock  
(Cooper) streaks away  
from Gillie Tyrer (BMW)  
and Joe Kelly (I.R.A.) at  
the start of the 50 miles  
Formula 2 event.







**VICTORIOUS.** Peter Collins (J.B.S.-Norton), winner of the Formula 3 event at Winfield.

#### SHELSLEY WALSH, 23RD JUNE, 1951

A LIMITED number of copies of the 50th Anniversary Hill-Climb Special Souvenir Programme are still available, price 1s., on application to the Secretary, M.A.C., 87 Edmund Street, Birmingham, 3. No enthusiast should be without one of these "collection pieces" which are very fully illustrated and include an illustration of every Best Time of the Day winner at Gorcott, Sunning and Shelsley from 1901 to 1950 as well as those of other famous drivers.

Early application is advised as the number available is limited.

#### Scottish Circuit Racing—continued

having a gramophone record made of a stock reply to: "What do you think of the B.R.M. Mr. Parnell?" . . . Both Dryden and Collins had the latest Dunlop alloy wheels on their J.B.S.s. . . . Gillie Tyrer transported his BMW and mechanics to Scotland in his converted single-deck bus. Is pondering whether or not to employ a smart 'clippie' to give tone to the outfit. Plans already being formulated for a really super meeting at Winfield next season.

#### RESULTS

**Formula 1 (50 laps):** 1, Philip Fotheringham-Parker (1,496 Maserati S.), 1 hr. 19 mins. 27 secs. (76 m.p.h.); 2, Gillie Tyrer (1,971 BMW), 1 hr. 19 mins. 34.4 secs.; 3, Ian Stewart (3,441 Jaguar), 48 laps; 4, R. Dickson (2,443 Healey), 48 laps; 5, J. G. Waugh (3,441 Jaguar), 44 laps.

**Fastest lap:** Joe Kelly (1,496 Alta S.), 1 min. 29.2 secs. (80.75 m.p.h.).

**Formula 2 (25 laps):** 1, Gillie Tyrer (1,971 BMW), 40 mins. 25 secs. (74.25 m.p.h.); 2, John Brown (1,996 H.W.M.), 41 mins. 26 secs.; 3, W. J. Skelly (1,670 Lea Francis), 24 laps.

**Fastest lap:** John Brown, 1 min. 32.6 secs. (77.9 m.p.h.).

**Formula 3 (25 laps):** 1, Peter Collins (J.B.S.-Norton), 41 mins. 27.8 secs. (72.5 m.p.h.); 2, Comish Hunter (J.P.-J.A.P.), 42 mins. 37.9 secs.; 3, Alex McGlashan (Cooper-J.A.P.); 4, R. Dickson (J.P.-J.A.P.); 5, D. J. Blane (J.P.-J.A.P.).

**Fastest Lap:** Curly Dryden (J.B.S.-Norton), 1 min. 36.6 secs. (74.8 m.p.h.).

**Sports-cars up to 1,500 c.c. (15 laps):** 1, J. Fisher (1,496 Fisher Spl.), 25 mins. 59.8 secs. (71.5 m.p.h.); 2, Ian Hopper (1,496 Hopper Spl.), 26 mins. 10.6 secs.; 3, Peter Reece (1,250 Cooper-M.G.), 26 mins. 47 secs.; 4, J. D. L. Melvin (1,496 H.R.G.).

**Fastest Lap:** Fisher, 1 min. 39.4 secs. (72.5 m.p.h.).

**Sports-cars over 1,500 c.c. (15 laps):** 1, Ian Stewart (3,441 Jaguar), 24 mins. 43.2 secs. (73 m.p.h.); 2, R. Dickson (2,443 Healey), 25 mins. 31.3 secs.; 3, Fred Mort (3,441 Jaguar), 25 mins. 43.1 secs.; 4, J. G. Waugh (3,441 Jaguar); 5, D. H. Murray (1,971 Frazer-Nash).

**Fastest Lap:** Stewart, 1 min. 36 secs. (75 m.p.h.).

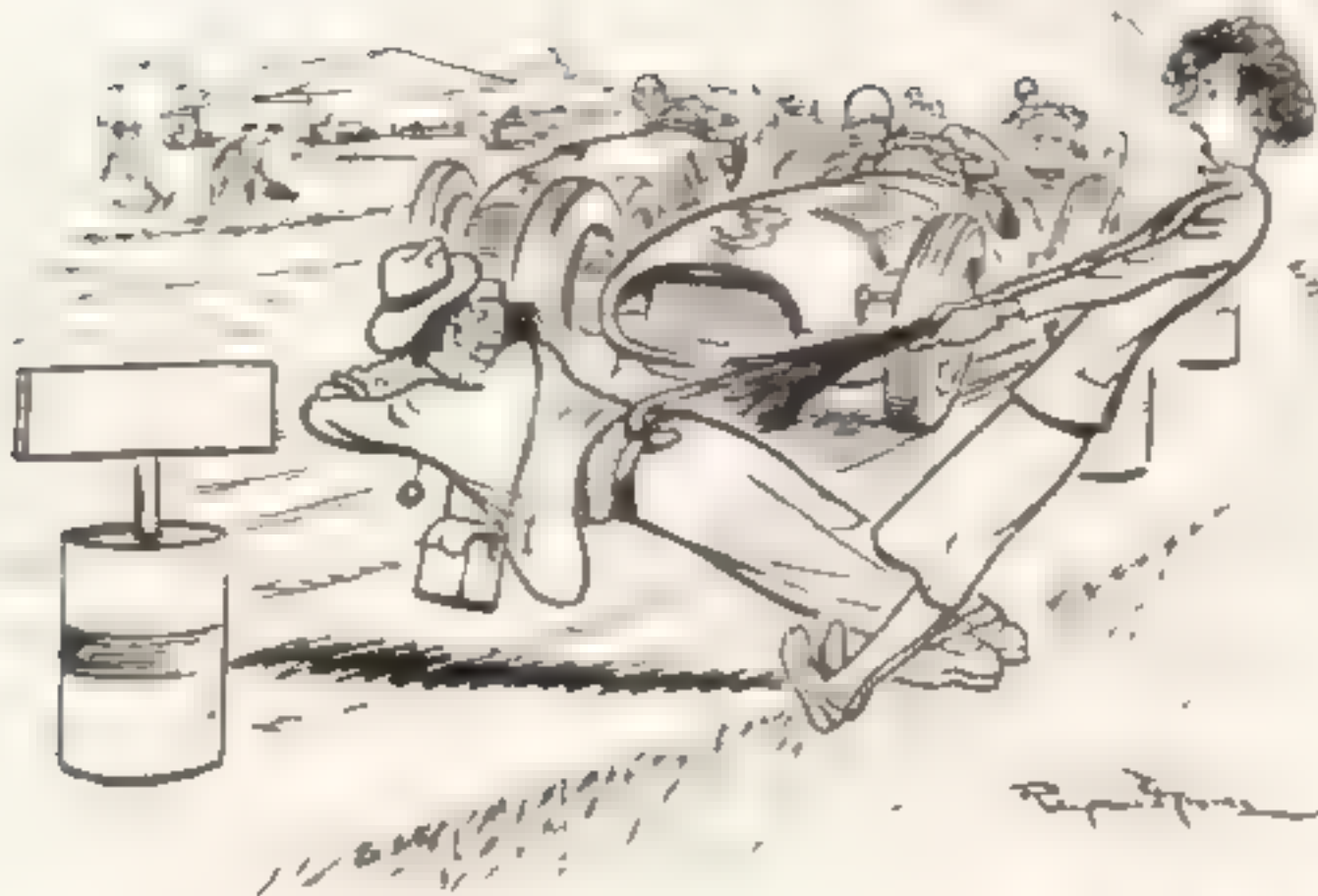


**RUNNER UP.** Above) Comish Hunter in his J.A.P. engined J.P., was second man home in the 500 c.c. race.

**THE MAN'S START.** (Below) Ian Stewart, the eventual winner, dives into his XK 120 Jaguar for the 15-lap, over 1,500 c.c. sports car event.







## SILVERSTONE HOLIDAY

by

John Bolster

HAVING got the haymaking under control on the farm, which entailed some laborious motoring on the hard seat of a tractor, I decided that two or three days' holiday would not come amiss. As I had a date with a microphone at the Grand Prix, I thought that I might dispatch two ornithological specimens with one missile by attending both practice days. That way, I figured, I could get really steeped in the atmosphere.

Another thing about the trip was that it was to be a sort of honeymoon; not the usual kind, I regret to say, but a preliminary canter with a newly bought motor-car. It was a very secondhand machine, as befits my financial position, but old cars become set in their ways, and it is great fun getting to know them. So the journey was enjoyable, and Thursday found me walking round the circuit, trying to work out how on earth these boys get round the corners in the way they do.

My stopwatch was busy in my hand, and I had a conversion table, so it was with immense excitement that I observed that Froilan Gonzalez had lapped at 99 m.p.h. His next tour looked even faster and, yes, the magic 100 m.p.h. had been topped at last! The interesting thing is that he brakes later than anybody else, actually enters the corner faster, and gets through in an immensely long drift. In this he is abetted by the roadholding of the latest Ferrari, which does not slide its tail to the extent that the rival Alfas do. He has none of the ease in the cockpit that Farina exhibits, and certainly does not follow the same path every time. Unlike all the other drivers, he changes down without gunning his motor, and yet there is no clash of gears and the box stands up to the treatment. John Wyer and I listened to this for lap after lap at Woodcote, and were fair amazed. A phenomenon, this Froilan!

Fangio was trying really hard, too, and once nearly came unstuck at Woodcote. Like his friend, he has an astonishing sense of balance when his car is in a slide, and is a master of the use of power, and bags of it, in getting through a curve mighty quick. Incidentally, he told me how enthusiastic he is getting about the half-litre boys and their magnificent little cars.

Friday's practice was not so exciting for the road was damp from a recent shower, and speeds lower in consequence. Ascari was a delight to watch, however, and Louis Chiron had me running across a cornfield when violent braking put him into a nasty broadside. Among the little fellows, Harold Daniell was getting his Emerson through the bends with remarkable speed and steadiness, and, of course, Stirling was . . . just Stirling!

Saturday morning provided a great surprise, because, after an early start, one drove straight out from Northampton to the circuit without encountering any traffic at all. Obviously, there were going to be far fewer spectators than before, and perhaps that was partly due to the absence of the B.R.M.s from practice. To my great surprise, however, I found that two cars had arrived from Bourne, and that the mechanics, almost a-deep on their feet, were still working on them.

In spite of the frenzied rush of preparation, Raymond Mays most courteously invited me to examine the machines "in undress uniform" and I could not help being enchanted with the superb finish of every little part. Peter Berthon explained the troubles they had been having, as he and Ken Richardson supervised the assembly of the bodywork, and certain small parts were actually still being made on a lathe in the mobile workshop.

For the actual race, I took my microphone close to the B.R.M. pit, for I was afraid that much hurried preparation would spell pit stops galore. History has, of course, recorded that I was wrong. Both cars went through with only routine refuelling stops, but it was agony to watch the suffering of the drivers as they were slowly fried to a crisp. Heat insulation is an industrial problem to which all the answers are now known, and one assumes that the necessary experts have already been called in. There should be no great difficulty in effecting a complete cure.

The courage of the drivers in sticking to their job was beyond all praise. To start in such a race with no practice whatever, and yet finish so creditably, was an achievement indeed. It would appear that the cars are still a bit tricky in the roadholding department, and their handling will have to be improved before they can take on the Alfas and Ferraris. Certainly, the best consultants on this aspect are the racing





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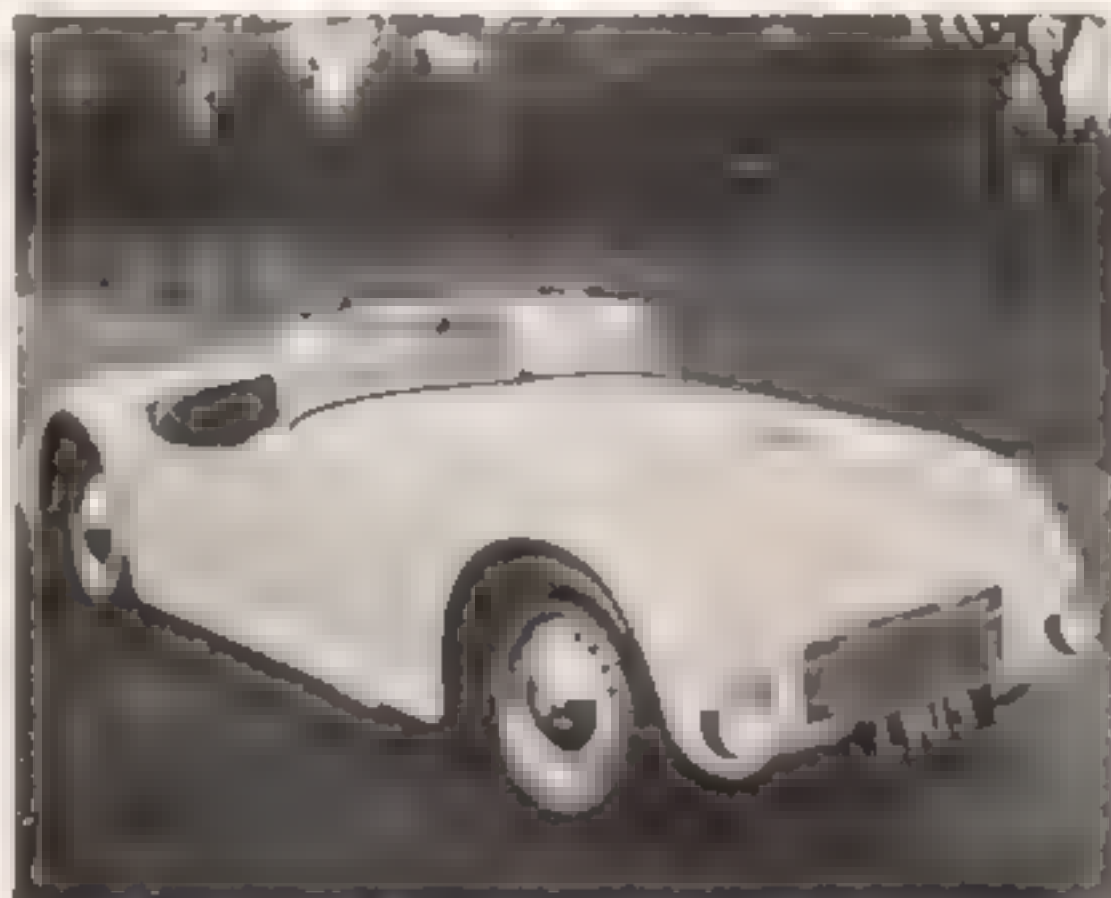
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## News from the Clubs—continued

## NORTH CORNWALL RALLY

THE North Cornwall M.C. held an evening rally at Davidstowe Aerodrome on 19th July, including six driving tests which made the drivers work for their living and afforded considerable excitement to the spectators. The first test was that old friend "Polo-bending"; the usual forward and reverse dodging in and out of oil drums B.t.d. here was made by Ted Dennis, who whipped his Bradford Utility through the drums in a masterly fashion. Test No. 2 was one of those energetic affairs where the driver has to run to his car, leap in, and drive away. Here again Ted and the Bradford were fastest. No. 3 consisted of reversing out of a "garage" and reversing in again as quickly as possible; sounds easy, but at least one driver collected part of the garage. Best time was made by Terry Hicks in his M.G. TA. There followed a rather complicated acceleration and braking test in which the Hicks M.G. was again fastest.

Test No. 5 was a figure of eight, which provided some exciting cornering, one M.G. making an excursion on to the grass at one end; fastest was Ashley Cleave, driving Leslie Major's XK Jaguar. The final test was two timed laps around a small, almost triangular, course, and as was expected, Cleave was easily the fastest.

## PROVISIONAL RESULTS

First Class: E. H. Dennis (Jowett Bradford), T. S. Hicks (M.G. TA), R. Budge (Ford Anglia).

Second Class: W. A. Cleave (Jaguar XK 120), S. J. Broad (M.G. TC).

\* \* \*

## B.A.R.C. NEWS

REGS. are now available for the B.A.R.C. sports car meeting at Goodwood on 18th August. Entries close on 31st July. There are races for all types of sports cars, including a special event for Bentleys. Details will soon be available for the big International meeting on 29th September.

The B.A.R.C. is also arranging a special records day at Goodwood, set aside for attempts on Goodwood local records. Cash prizes will be awarded to competitors setting up lap records in supercharged and unsupercharged classes for 500, 1,100, 1,500, 2,000, 3,000 and over 3,000 c.c. cars. This will be held on 20th October during the Motor Show, and the general public will be admitted.

\* \* \*

## CITROËN C.C.

THE first of Monthly Get-togethers will be held on 1st August at the Frensham Ponds Hotel, Frensham, near Farnham, Surrey, at 7.30 p.m., at which all members and their friends, and any Citroën enthusiasts will be very welcome. The next main event will be a hill-climb on 2nd September, and will be held outside Eastbourne. Further details will be announced later, but members are

## COMING ATTRACTIONS

July 27-29. Evian-Mont Blanc International Rally.

July 28. Darlington and D.M.C. Festival of Britain Races, Crafts. Start 2 p.m.

Aston Martin O.C. St. John Horsfall Trophy Race Meeting. Start 11 a.m.

Hunts and Berks M.C. Great Ayclum Speed Trials, Burghfield. Start 2 p.m.

N. Ireland M.C. Londonderry Rally.

Veteran C.C. of Great Britain Rally, Speed Trials and Hill-climb, Dorking. Start 2.30 p.m.

July 29. German Grand Prix and International Formula 1, 2, 3 and Sports Car Races, Nurburgring, Germany.

Middlesbrough and D.M.C. Trial, Cleveland.

Shenstone and D.M.C. Trial.

B.A.R.C. (S.W. Centre) Hill-climb, Brunton, near Ludgershall. Start 2.30 p.m.

Mid-Cheshire C.C. Navigation and Time-Speed Trial. West Hart Cuddington. 11.30 a.m.

Vintage S.C. Madresfield Rally.

Irish M.R.C. Limerick Rally.

August 4. West Hunts and Dorset C.C. Races at Hsley (between Ringwood and Fordingbridge). Start 12.30 p.m.

500 Club of Ireland Ards Races.

August 5. Comminges G.P. (F1 and F2), France.

Freiburg Hill-climb, Germany.

August 6. Half-Litre Club: International 500 c.c. Races, Brands Hatch.

Berkhamsted M.C. and C.C. Twin Water Speed Trials.

W. Cornwall M.C. Trengwainton Hill-climb.

Northampton C.C. (Campton Races).

requested to notify the Secretary as soon as possible if they wish to enter for this event.

\* \* \*

## JOHNSTON (M.G.) WINS BRIEF ULSTER TRIAL

Eileen Atkinson (Ford) Takes Third Place and Novice Award

WITH their minds on the prospect of the following day's Leinster Trophy Race, Ulster A.C. members nevertheless found time last Friday for a short evening trial, before heading south to spectate. Derek Johnston scored another success with his TD M.G. in a 30-mile map-reading event embracing four special tests, with Ernie Robb a couple of marks behind in George Bryson's TC. Third place, and the Novice Award, went to Eileen Atkinson (Ford Spl.), daughter of "Ireland's Ebby" (R. H. Wright) and wife of the Newry M.C. Secretary, Cecil Atkinson.

In warm, fine weather, 23 starters left the Stranmillis Embankment, Belfast, with a map reference to the first control, where they found themselves faced with a lengthy reverse around a pylon and into a box in a much-churned field.

Many lost rearward motion, and the shortest time of 90.4 secs. was achieved by "That Man Todd", in a brand new tweed hat more suitable for fishing than floundering.

Four were late at the next control, but pressed on over a fearfully corrugated sea heart alternately in mouth and boots for more than three miles to Test 2. Harvey McWhir (H.R.G.) made best time here in a sprint in and out of two awkwardly placed boxes on a firm surface. To their horror, the competitors were then despatched back over the corrugations, to Control 4 and Test 3. In this, the time-honoured reverse on a Y junction, the best performance was put up by Robb with a neat 13.2 secs.

No less than seven of the 21 finishers spent rather too long finding the finish control, at a quarry south of Lisburn. When they discovered that the last test took the form of a timed dice down into that quarry, via a loose-surfaced hairpin, around its circumference and out again, a large crowd gathered on the brink. And the performances were sufficiently thrilling to make them ready to abandon a rival attraction, in the form of a very tempting aircraft dump nearby. Wilbert Todd bounced the Humber Special from bump to bump in fine style to register the b.t.d. of 47.4 secs.; while Paddy Newell (Morris) and Ronnie Adams (Sunbeam-Talbot), each put up superb performances in saloons. Wallace Henderson (Austin 7 Beachwagon) unfortunately chose to go round the wrong way, and after it was all over, Todd made a breathtaking unofficial run in 45 secs. dead.

## RESULTS

1. D. G. Johnston (TD M.G.), 12.6 marks; 2. C. E. Robb (TC M.G.), 12.2 marks; 3. Mrs. E. Atkinson (Ford Spl.), 12.6 marks; 4. R. J. Adams (Sunbeam-Talbot), 12.2 marks.

Saloon Car Award: R. J. Adams.

Novice Award: Mrs. E. Atkinson.

\* \* \*

## EASTERN COUNTIES M.C.

THE E.C.M.C. is holding a rally on 24th, 25th and 26th August, starting on the 24th, about 11 p.m. Invited clubs are: B.A.R.C., Bentley Drivers, West Essex, East Anglian, the Cambridge "50", Cambridge University and the Peterborough and District. Prize Fund already amounts to well over £100. Supp. Regs. from Dr. A. Sherlock, Orwell Road, Felixstowe. Tel: 1041.

\* \* \*

## CLUB FIXTURES

Bentley D.C.—29th July, Noggin and Natter, The Red Lion Hotel, Henley-on-Thames, from 7 p.m.

Eastern Counties M.C.—29th July, Driving Tests.

West Sussex C.C.—29th July, "Puck's Prank" Social Run. Start, Findon Green, 2.30 p.m. Entries 2s. 6d. per car.

A.C.O.C.—31st July, Meeting, "Barley Mow", Horseferry Road, London, S.W.1.

Aston Martin O.C.—3rd August, "Lamb and Flag", James Street, London, W.1.

More Club News on Page 128



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## WESTMORLAND CLUB'S BARBON HILL CLIMB

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THE Westmorland M.C.'s deferred Hill Climb Meeting took place on 21st July at Barbon Manor, near Kirkby Lonsdale, by permission of Lord Shuttleworth, who afterwards presented the trophies on the spot.

The section used is half a mile in length, with an average gradient of 1 in 12, a couple of bends, a couple of useful straights, and at the top, a hairpin. The surface is good tarmac with a width of about 12 ft. Westmorland's best scenery lies all around, and the sun shone down in full splendour on a perfect layout.

In the "up to 1,100 c.c." category, S. Hackford (M.G.) put up a couple of promising runs, the best being 50½ secs., but Chadwick (Singer), having already smelt battle at Clerk Hill, bested him in 49½ secs. to win the class. The next largest size (up to 1,500 c.c.) was opened by Bryan Crabtree (M.G.) in 39½ secs., a time which he later dropped to 39½ secs. This remained unchallenged until P. Holyoake brought out his very smart Rover-based H.R.S. to make a convincing climb in 38½ secs. Towers Leck (M.G.) was consistent with a pair of 44s. and Ken Bailey, driving the only trials special produced during the afternoon, got down to 38½ secs. Lee George (Dellow) might have proved menacing,

as he was fast elsewhere but lost time on the hairpin.

The 2-litre class suffered from "non-startitis", but in the category provided for "blown cars up to 1,500 c.c.", Crabtree came out again, and fairly tore up in 37½ secs. to make the fastest run of the day. Pattinson's blown Dellow suffered on the first run from "driver's tie-in-eye", but the offending article was well-pinned down for the second effort in 40½ secs., but Doc. Hardman beat his fellow Dellow exponent with a brace of nice runs in 38½ secs. and 39 secs., using an early changedown for the hairpin and screaming the turn in good style.

## PROVISIONAL RESULTS

**Event 1, up to 1,100 c.c.:** 1, D. Chadwick, 49½; 2, S. Hackford, 50½; 3, G. Cooper, 51½.

**Event 2, 1,101 c.c. to 1,500 c.c.:** 1, P. Holyoake, 38½; 2, K. Bailey, 38½; 3, B. A. Crabtree, 39½.

**Event 3:** 1, H. Phillipson, 44½.

**Event 4:** 1, B. A. Crabtree, 37½; 2, C. R. Hardman, 38½; 3, J. L. Pattinson, 41.

**Crabtree Challenge Cup for F.T.D.:** B. A. Crabtree, 37½.

**Pattinson Challenge Cup for 2nd F.T.D.:** P. Holyoake, 38½.

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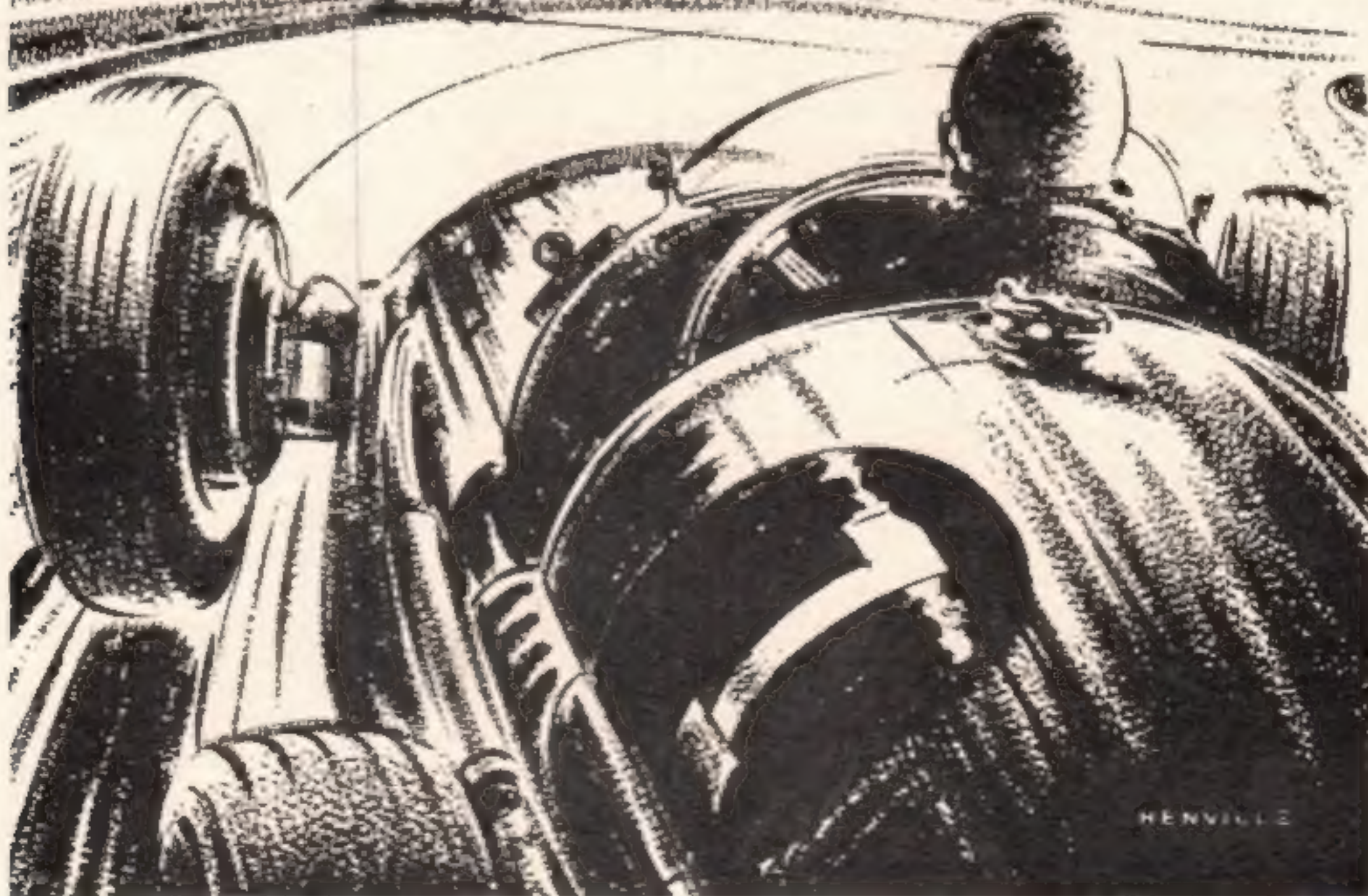
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